

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

November 30, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor John Giles, Mesa, Chair	Mayor Georgia Lord, Goodyear
Mayor Kenneth Weise, Avondale, Vice Chair	# Mayor Mark Mitchell, Tempe
# Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee	# Mayor Lana Mook, El Mirage
Mr. Dave Berry, Swift Transportation	* Mr. Garrett Newland, Macerich
# Vice Mayor Bridget Binsbacher, Peoria	* Mayor Tom Rankin, Florence
Mayor Jenn Daniels, Gilbert	# Mr. Mark Reardon, Vulcan Materials Company
Mr. Doug DeClusin, Sunland Asphalt	Vice Mayor Jack Sellers, Chandler
Vice President Martin Harvier, Salt River Pima-Maricopa Indian Community	Councilmember David N. Smith, Scottsdale
Supervisor Clint Hickman, Maricopa County	* Mayor Greg Stanton, Phoenix
Mr. Charles Huellmantel, Huellmantel and Affiliates	Ms. Karrin Kunasek Taylor, Arizona Strategies, LLC
* Mr. Joseph La Rue, State Transportation Board	Mayor Jerry Weiers, Glendale
	* Mayor Sharon Wolcott, Surprise

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair John Giles, Mesa, at 12:00 p.m.

A video on public input opportunities was played.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Giles noted that Mr. Roc Arnett, Vice Mayor Bridget Binsbacher, Mayor Mark Mitchell, Mayor Lana Mook, and Mr. Mark Reardon were participating by teleconference.

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Chair Giles recognized public comment from Ms. Dianne Barker, who stated that this was the first time she had attended a TPC meeting. She expressed appreciation for the transit ticket. Ms. Barker encouraged people to not drive one day out of five days. She noted that this area's freeways have a crash rate 61 percent higher than the rest of the U.S. She noted that many visitors are arriving this time of year and she encouraged looking at transportation alternatives. Ms. Barker commented that she did not feel that automated vehicles are the answer. She stated that she was glad Mr. Rusinek, who had lost his hearing in the U.S. military, had been offered a listening assisted device. Ms. Barker expressed interest in MAG achieving its ADA compliance. She noted that the Ohio State sweater she was wearing is about as old as MAG – she wore it the year Woody Hayes beat O.J. Simpson in the Rose Bowl. Chair Giles thanked Ms. Barker for her comments and congratulated the Buckeyes on their season.

4. Approval of Consent Agenda

Chair Giles stated that agenda items #4A, #4B, and #4C were on the Consent Agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Giles asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mr. Charles Huellmantel moved to recommend approval of Consent Agenda items #4A, #4B, and #4C. Mr. Doug DeClusin seconded, and the motion passed unanimously.

4A. Approval of the October 19, 2016, Meeting Minutes

The Transportation Policy Committee, by consent, approved the October 19, 2016, meeting minutes.

4B. Project Changes - Amendment and Administrative Modification to the FY 2017-2021 MAG Transportation Improvement Program, and, as Appropriate, to the 2035 Regional Transportation Plan

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2017-2021 MAG Transportation Improvement Program

and, as appropriate, to the 2035 Regional Transportation Plan. The Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on June 22, 2016, with the last modification approved at the October 26, 2016, Regional Council meeting. Since then, additional project changes and additions to the TIP have been requested by member agencies. The requested project changes were recommended for approval on October 27, 2016, by the MAG Transportation Review Committee and on November 9, 2016, by the MAG Management Committee.

4C. Solicitation of Nominations for Business Representatives on the Transportation Policy Committee

With the passage of Proposition 400 on November 2, 2004, the President of the Senate and the Speaker of the House of Representatives were authorized to appoint six business members to the Transportation Policy Committee (TPC). State law also provides that the Chairman of the Regional Planning Agency may submit names to the President and Speaker for consideration. On December 31, 2016, the terms of two of the TPC business members will expire. On November 1, 2016, a memorandum was sent to Regional Council members requesting names for the business representatives be submitted by November 18, 2016. No letters were received.

5. Regional Freeway and Highway Program - 2016 Rebalancing and Program Update

Mr. Bob Hazlett, MAG staff, provided a report on recent efforts on the Rebalancing of the Regional Freeway and Highway Program. He displayed a photograph of the overpass of Bell Road and Grand Avenue that recently was completed and opened to traffic. Mr. Hazlett stated that there is now a pool of Regional Freeway and Highway Program projects for Rebalancing. The projects approved for Rebalancing were indicated in blue (\$1.25 billion), the projects under construction were indicated in orange (\$1.77 billion), and the currently programmed projects were indicated in green (\$2.3 billion). Mr. Hazlett stated that staff have been working literally up to the last moment before the TPC meeting on draft programming and sequencing of the projects in order to get the most effective program delivery for the Regional Freeway and Highway Program.

Mr. Hazlett stated that the Regional Freeway and Highway Program is approximately a \$5 billion program and they want to see how many projects they can squeeze into the timeline before the tax sunsets in 2026. He stated that the plan is to bring TIP amendments forward for approval in early 2017.

Mr. Hazlett stated that a three-day workshop took place just before Thanksgiving. He said that 31 staff from ADOT, FHWA, MAG and the consultants attended the workshop. Mr. Hazlett stated that they discussed how to sequence the projects. First is readiness in terms of design, environmental clearance, and right-of-way acquisition, etc. Mr. Hazlett noted that all of the projects are interdependent upon each other. He explained that they used weighted criteria to score projects: safety (39 percent), operations (26 percent), policy (26 percent), and ADOT priorities (10 percent). Mr. Hazlett noted that one thing they needed to consider was not scheduling a lot of projects in the same part of the Valley at the same time, for example, they would not want to have all of the projects on Loop 101, 75th Avenue to Shea Boulevard under construction at once. Mr.

Hazlett noted that there also are a lot of projects concentrated in the Southeast Valley – the widening of I-10, the Price Freeway and the Santan Freeway. Mr. Hazlett stated that they also want to ensure the completion of South Mountain Freeway by 2019.

Mr. Hazlett stated that another consideration discussed at the workshop was staffing and they did not want to over-burden ADOT and FHWA staff with the 38 projects that total \$5 billion to be constructed over the next nine to ten years. Mr. Hazlett stated that they estimate programming approximately \$500 million of projects in design, construction, and right-of-way acquisition per year. He added that this represents approximately five percent of Arizona's state budget.

Mr. Hazlett displayed a chart of the 38 projects in a draft Regional Freeway and Highway Program sequencing scenario. He noted that some of the projects are scheduled to 2031 because they might take longer to complete. Mr. Hazlett showed on a map the projects under construction, including the South Mountain Freeway, Loop 303 interchange with I-10 in Goodyear, the Bell Road and Grand Avenue interchange, and a project in El Mirage at Thunderbird Road and Thompson Ranch Road.

Mr. Hazlett noted that the following projects are anticipated to be open to traffic by 2022: I-10, SR-85 to Verrado Way in Buckeye; Loop 303 project in Peoria; Loop 101, 75th Avenue to I-17; Grand Avenue/35th Avenue/Indian School Road (which has one of the highest crash rates in the county); Loop 202 widening Pecos Stack to Gilbert Road in Chandler; Loop 202 and Lindsay Road traffic interchange; the interim facility for SR-24, Ellsworth Road to the County line; the widening of Loop 101; the extension of Loop 303 south in Goodyear; many projects along the Spine; and HOV widening on Loop 202 from Gilbert Road to SR-24.

Mr. Hazlett spoke of projects that might be brought into the program. He stated that they looked at options for including as much of SR-30 as possible into the program. Mr. Hazlett noted that the project has been on hold for four to five years due to needed environmental work, but they feel that the project right-of-way between Loop 303 and Loop 202 could be purchased by 2022. Mr. Hazlett stated that there is not much project definition on the segment of Loop 101, I-10 to 75th Avenue. He noted that the scenario is draft and the timelines are subject to change. Mr. Hazlett referenced the coordination taking place with the Gila River Indian Community on I-10. He said that work on Loop 303 at Olive Avenue is dependent on the railroad.

Mr. Hazlett stated that staff who assembled the chart feel a sense of accomplishment that the Proposition 400 program mostly will be delivered by 2026.

Chair Giles thanked Mr. Hazlett for his report and said that the group produced a great draft scenario. He expressed that he hoped the esprit de corps would be maintained as the sequencing work proceeds.

Ms. Karrin Kunasek Taylor asked for clarification of the available amount for rebalancing; it seems she has heard amounts in the range of \$1.2 billion, \$900 million, \$787 million, etc.

Mr. Hazlett replied that the rebalancing pool of projects is \$1.25 billion. The ending surplus cash flow is now \$907 million, increased from \$787 million. Mr. Hazlett indicated that they wanted to have a pool of projects greater than the available amount in case they need to move projects around or a project is not delivered on time.

Mr. Eric Anderson noted the possibility there could be additional right-of-way savings on the South Mountain Freeway.

Mr. Dave Berry expressed interest in performance attributes as the sequencing was being developed. He asked about the weighting of safety at 39 percent. Mr. Berry commented that there are features of the infrastructure related to safety and there are driver behaviors related to safety and they need to be separate.

Mr. Hazlett stated that they looked at the crash rates for five years, which take into account both factors of infrastructure deficiencies and driver behavior.

Mr. Berry mentioned how recent studies have indicated an increase in the accident rates and many believe the increase is due to distracted driving, such as texting, etc. He noted that work is ongoing to render those types of devices useless while the user is driving. Mr. Berry expressed his concern that a weighting will be placed on texting when that is not a function of the roadway.

Mr. Hazlett stated that the project that scored highest in the safety element is the segment of I-10 in Buckeye. The terrain is flat and there are truck stops. Mr. Hazlett stated that most of the freeway system is relatively new and therefore incorporates more modern safety design features, such as concrete jersey barriers in the medians, rumble strips on the shoulders, and long runouts for entering and exiting the freeways, and probably does not have as many design deficiencies as would be expected.

Mr. Anderson stated that all of the criteria that came through this process are important, but the most important factor was project readiness. He indicated that environmental work was a driver in determining the list. Mr. Anderson stated that I-10 is close to being ready to go; it will require some additional work due to the addition of the two traffic interchanges. He said that the project readiness factor helped decide a project ready to go would be listed over a project that was not ready. Mr. Anderson referred to work that is ongoing.

Mr. Anderson noted that there are 14 projects for which ADOT needs consultant assistance, but the consultants are not yet on board. He indicated that a number of approvals are needed from FHWA. Mr. Anderson added that regional funds will be applied to some projects instead of federal funds, therefore, not requiring a federal process, except interstates which require federal funds anyway. Mr. Anderson pointed out the pre-construction timelines on the chart of the sequencing scenario.

Mr. Hazlett remarked that the sequencing is very tight and all of the projects are interdependent of each other. He noted that there are reasons for their positioning on the chart, such as project readiness and whether the work could be completed within the specified timeline.

Supervisor Clint Hickman referenced Mr. Berry's comments on driving behavior. He stated that he drives this roadway to Tonopah every night. On Sunday night, with people returning home from the Thanksgiving holiday and a little rain, three traffic accidents occurred that he saw. Supervisor Hickman remarked that this is a long, flat stretch of road and leading into Phoenix traffic slows down, even coming to a stop on Sunday night, and people do not realize that traffic is slowing. In addition, the roadway is very narrow. Supervisor Hickman expressed support for moving this project forward if possible. He asked for clarification that the right-of-way for SR-30 was scheduled for purchase by 2022.

Mr. Hazlett replied that was correct. He said that they looked at scenarios even with an interim facility and felt that it was extremely important to have the environmental documents clear, which they anticipate will take three to four years and this is a five-year window. Mr. Hazlett explained that preparation of the environmental documents involves a long process, which includes some new requirements by the FHWA. He said that there is a possibility this could change after the Presidential inauguration on January 20, but they are still working within current parameters.

Mr. Anderson noted that construction of the interim facility is scheduled to take place after the right-of-way purchase, in the 2024 or 2025 timeframe.

Supervisor Hickman asked if this was standard operating procedure to start construction after environmental clearance.

Mr. Anderson replied that is correct, assuming there is cash flow. He added that right-of-way cannot be acquired until the environmental assessment is cleared by the federal government, and no construction work can take place until after these two elements are completed. Mr. Anderson stated that they sequenced the environmental work, right-of-way purchase, and construction for SR-30.

Mr. Hazlett stated that for a project the size of SR-30, it will take 18 to 24 months to acquire right-of-way. He added that they moved the SR-30 project as far forward as possible.

Vice Chair Kenneth Weise stated that for Avondale, as a city, where they are going is to the south. He remarked that the development community and investors do not like things that are in question – and there is uncertainty with SR-30 that concerns him. Vice Chair Weise stated that three months ago, SR-30 was pretty high on the priority list and it appears it dropped down due to project readiness as a result of environmental work.

Mr. Anderson replied that was correct.

Vice Chair Weise stated that almost \$1 trillion in infrastructure has been mentioned in the new Administration. He asked how this could affect the timelines of projects on the list.

Mr. Anderson responded that there has been internal discussion of the possibility of additional federal funds or an infrastructure bank, which is a loan program. Mr. Anderson stated that their approach is if we have an additional \$500 million by the end of the year, projects could be accelerated. He added that with SR-30, even if unlimited funds are available, no work can move forward until the environmental work is done. Mr. Anderson stated that this was one of the reasons for reviewing the status of every project to understand the schedules and track progress. He remarked that this has been a great exercise. He thanked FHWA and ADOT for the effort with MAG in such a short timeframe and added that there is a lot of work ahead. Mr. Anderson pointed out that a significant amount of detail is included on the chart.

Vice Chair Weise asked about the status of Fairway Drive.

Mr. Hazlett replied that it is currently in the design phase.

Mr. Anderson replied that some of the smaller projects were pushed ahead because the cash flow could accommodate them more easily than to advance a very large project – one that costs \$200 million for example.

Mr. Dennis Smith stated that there was a five-year program with Proposition 300 and a number of issues were encountered. He reported that a performance audit was conducted and one of the recommendations was to implement life cycle programs so that everyone knows the certainty of their project in the program. Mr. Smith also mentioned that this has been a best practice for the sales tax. Mr. Smith stated that this list combines the sales tax, state highway funds and federal funds into a blended, multi-funded life cycle program. He noted that from a development community's standpoint, this provides certainty of when a project will be constructed. Mr. Smith added that when you multiply this by the job factor, it is a great step forward.

Mayor Georgia Lord stated that the agreement for SR-30 for first out, first back in seems to be gone. She also asked about the safety problems projected on I-10 if this project is not started for another five years. Mayor Lord noted the significant number of trucks traveling from the ports in California via I-10.

Mr. Anderson replied that they are still operating under the principle of first out, first back in. He noted that SR-30 was a Phase 4 project and when the original program was developed in 2003, it was the last project added into the program. Mr. Anderson indicated they are respecting those original priorities and he added that SR-30 is actually being advanced before other projects that were also deferred out of Proposition 400. He stated that SR-30 is a needed corridor, but there are preconstruction activities that are needed. Mr. Anderson stated that it is the consensus among FHWA, ADOT, and MAG staff that this project is moving forward as fast as it can go. He remarked that they are open if there are other ways to move this project forward, but the schedule is one of project readiness.

Mr. Dave Berry expressed that he thought of easy, low-cost improvements that could be done. Mr. Berry indicated that he thought a good job had been done diverting truck through-traffic to SR-85 but more could be done to divert trucks. He stated that there are a lot of truck stops along I-10 and the ramps are inadequate, causing backups and accidents in the location where there are two lanes each way. Mr. Berry offered his assistance with starting to locate truck stops along SR-85. This would encourage more use of SR-85 as a bypass. Mr. Berry stated that questions need to be answered, such as, whether land is available and whether people want to sell the land. He remarked that any truck diversion around Phoenix would be beneficial to the performance of the entire system.

Vice Mayor Jack Sellers asked for clarification of the scheduling of the southern portion of I-10.

Mr. Hazlett replied that they wanted to provide adequate time for coordination since it is on Gila River Indian Community land.

Mr. Dennis Smith asked for clarification that this segment was a Phase 1 project in Proposition 400, but has not been completed.

Mr. Anderson replied that it was scheduled originally for 2010 construction. Due to events, it was deferred. He indicated that this project needs to be done and he added that continued coordination with the Gila River Indian Community is needed, probably by ADOT and the Governor's Office.

Mr. Anderson suggested that since the draft scenario was just done, it could be important for staff to provide more detailed discussions at subregional meetings.

Mayor Jenn Daniels stated that they always appreciate when presentations are taken on the road. She stated that she wanted to acknowledge the heavy lifting that had been done on the scenario. Mayor Daniels stated that even though everyone would like to do this in a timely manner, they are more interested in doing this right than fast to help alleviate safety and connectivity concerns. She expressed her appreciation for bringing this scenario forward. Mayor Daniels noted that it might need some additional massaging of the information, and she agreed with the subregional meetings.

Chair Giles asked when action on the scenario was anticipated.

Mr. Anderson replied that they anticipate staff coming back to the TPC and Regional Council with amendments to the TIP in February after the subregional meetings are held. He indicated that one of the TIP amendments would be for projects not requiring an air quality conformity analysis and the second TIP amendment would be for projects requiring an air quality conformity analysis. Mr. Anderson added that approval would occur in June after the air quality work is complete. He noted that some additional TIP amendments could follow.

6. Interstate 10/Interstate 17 Corridor Master Plan Project Update

Mr. Hazlett presented an update on the Interstate 10/Interstate 17 Corridor Master Plan, which has been underway since 2014. He indicated that work continues on recommendations, which will be considered for approval and incorporated into the Regional Transportation Plan anticipated in June 2017.

Mr. Hazlett stated that the public involvement period on the plan begins January 16, 2017. The meeting at MAG will be January 24, 2017, in the Saguaro Room. Mr. Hazlett stated that other public meetings are being scheduled.

Chair Giles thanked Mr. Hazlett for his report. No questions from the Committee were noted.

7. Update on 2016 Performance Audit Findings and Recommendations

Mr. Anderson reported that per 2004 legislation, a performance audit is required to be conducted on the MAG Regional Transportation Plan by the Auditor General of Arizona every five years. He noted that the Auditor General released the 2016 performance audit on November 23, 2016, and the link to the audit report was emailed to TPC members.

Mr. Anderson stated that the audit found that based on the audit work performed, there are no significant changes warranted for the transportation system. Mr. Anderson indicated that due to not many issues being found in the 2016 audit, staff will discuss with the Auditor General conducting the performance audit every ten years instead of every five years.

Mr. Anderson noted that the performance audit made 12 recommendations; one applies to MAG only; one applies to Valley Metro; seven apply to ADOT; one applies to MAG and ADOT; one applies to MAG and Valley Metro; and one applies to all three agencies.

Mr. Anderson provided a summary of findings and recommendations of the performance audit. 1) MAG should work with ADOT and the local jurisdictions to enhance freeway and arterial project cards by including baseline budgets and baseline schedules to allow comparisons against actual. 2) Valley Metro and MAG should work together to make available transit project scorecards on MAG's website so that performance data can be more centrally accessible and transparent to Proposition 400 voters. 3) RTP partners should fully employ best practices and establish performance targets for key indicators for freeway, arterial streets, and transit performance. 4) MAG should work with local jurisdictions to gather and make available local performance indicators related to pavement and bridge deck conditions at the Maricopa County or Phoenix-Mesa Urbanized Area level on MAG's website, so performance data can be more centrally accessible and transparent to Proposition 400 voters.

Mr. Anderson reviewed next steps. A public hearing will be held at 3:00 p.m. on January 4, 2017 at MAG. He stated that board action on the performance audit is required from MAG, Valley

Metro, Valley Metro Rail, Maricopa County, Citizens Transportation Oversight Committee, and the State Transportation Board.

Chair Giles thanked Mr. Anderson for his report. No questions from the Committee were noted.

8. 2016 Annual Report on the Status of the Implementation of Proposition 400

Mr. John Bullen, MAG staff, presented the 2016 Annual Report on the status of the implementation of Proposition 400. Mr. Bullen stated that state statutes require MAG issue an annual report on the status of implementation of projects funded through the half-cent sales tax under Proposition 400. He stated that he would be reporting on activity through the end of fiscal year 2016 and that this would be the twelfth report on the program.

Mr. Bullen displayed a chart of total collections of the half cent sales tax, projected to be \$5.1 billion from fiscal years 2017 to 2026. He noted that, compared to last year's report, this represents growth of 5.3 percent.

Mr. Bullen stated that sales tax revenue for FY 2016 was \$397 million. He stated that this is an increase over 2015 revenue. He noted that this is also an increase over 2007 revenue for the first time since the recession. He stated that FY 2016 revenue is \$6 million higher than 2007.

Mr. Bullen stated that, under the Fixing America's Surface Transportation Act (FAST Act), the region has seen an increase in forecasted federal revenue. He stated that, compared to last year, there is anticipated 8.5 percent growth. He noted that this has helped out the life cycle programs.

Mr. Bullen presented the status of the Regional Freeway and Highway Program. He stated that four projects were completed in 2016 and that six were advertised for bid or under construction. Mr. Bullen stated that the biggest accomplishment in 2016 was the progress on the SR-202L South Mountain Freeway. He stated that construction activities have begun on the South Mountain Freeway. He stated that there is an ending cash flow balance of \$787 million. He noted that the cash flow has grown to \$907 million and it is anticipated this amount will increase as the cost risk analysis and value engineering process continues and the South Mountain Freeway right-of-way costs are finalized.

Mr. Bullen presented the status of the Arterial Life Cycle Program. He stated that \$73.3 million in project expense reimbursements to implementing agencies were issued in FY 2016. He stated that eight projects or project segments were completed. He stated there is an ending fund balance of \$19 million.

Mr. Bullen presented the status of the Transit Life Cycle Program. He stated that there were service improvements on one route in FY 2016. He stated that nine additional routes are planned to be implemented from FY 2017 to FY 2021. He noted that the program is able to continue to fund routes implemented from the start. He noted that revenue operations began on the Central Mesa

and Northwest Extension Phase 1 light-rail extensions in FY 2016. He noted a positive fund balance of \$182 million.

Mr. Bullen stated that ongoing issues are consistent from the previous report. He noted the changing nature of revenue sources: the gas tax has not increased, HURF sweeps by the State legislature continue, and the Highway Trust Fund insolvency remains outstanding, even with some stability on federal transportation funding through 2020. He stated that MAG will continue to make project and program adjustment as needs, economic development, and technology change.

Chair Giles thanked Mr. Bullen for his presentation. No questions were noted.

9. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

10. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Giles congratulated all of the Cactus League teams on fantastic seasons.

Adjournment

There being no further business, the meeting adjourned at 1:00 p.m.

Chair

Secretary